1996.-97. No official estimate of the sav ings rate is available for 1998-99.

(b) and (c) The Central Government Budget for 1998-99 presented to the Parliament on June 1, 1998 contains various measures and policies which are likely to have positive impact on savings. These' include, amongst others, a number of measures to boost growth of agriculture, industry and housing, various reforms in financial and capital markets including insurance and provident fund, reduction of fiscal deficit from 6.1% of GDP in 1997-98 (RE) to 5.6% in 1998-99 (BE) and no change in the tax structure cither for individual or corporate taxes.

WRITTEN ANSWER TO UNSTARRED QUESTIONS

Recovery of dues from private airlines

1354. SHRI JOHN F. FERNANDES: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether private airlines operating in domestic routes owe various dues to Government;

(b) if so, how many such airlines owe these dues, since when and the amount they owe to Government; and

(c) what steps are being taken to recover these dues and whether in future steps will be taken to promptly deposit these amounts with various governmental authorities?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Ye, Sir.

(b) Details are given given in the statement. *(See* below)

(c) The oil companies are taking legal action to recover the dues from the private airlines.

All efforts are made by the AAI to recover the dues. The defaulting airlines arc regularly reminded to clear the dues, failing which their security deposit is adjusted against the dues. Further, the credit facility has also been withdrawn in some cases.

For recovery of IATT, action including detention of aircraft is taken as per law against the defaulting airlines.

Statement

Outstanding dues (Rs. in crores) of Oil Companies, Inland Air Travel Tax (IATT) and Airports Authority of India (AAI)

S.No.	Name of Airlines	Dues of Oil Companies (As on 30.6.97)	IATT (Customs as on 31.3.98)	Dues AAI (as on 31.3.98)
1.	Modiluft -	18.16	20.16	03.264
2.	Jet Airways -	13.94	--------	04.006
3.	Archana Airways -	--------	--------	00.118
4.	Skyline - NEPC-	20.56	14.45	02.007
5.	Sahara India -	04.97	--------	03.286
6.	UP Airways -	--------	01.66	00.180
7.	East West -	02.62	06.49	15.773
8.	Airlines Tower Air —	---------	--------	----------

S.No.	Name of Airlines	Dues of Oil Companies (As on 30.6.97)	IATT (Customs as on 31.3.98)	Dues AAI (as on 31.3.98)
9.	NEPC Airlines -	----	04.57	01.174
10.	VIF Airways -	00.01	00.46	00.177
11.	Aerial Services -	--------		00.011
12.	Blue Dart - Airlines	--------	---------	00.022
13.	Elbee Airlines -	--------	---------	00.287
14.	Gujarat Airways -	--------	01.30	00.028
15.	Megapode Airlines -	--------	---------	00.002
16.	Span Aviation -	--------	---------	00.206
17.	Citilink Airlines -	00.51	01.27	00.014
18.	Raj Aviation -	00.38	00.98	00.016
19.	Continental - Aviation	00.13	01.61	00.310
20.	India International - Airways	—-	---------	00.002
21.	Trans Bharat - Aviation	------	---------	00.167
22.	Jagson Airlines -	—-	00.05	----------
23.	Saraya Aviation -	--------	--------	----------
24.	KCV Airlines —	--------	--------	00.045
25.	Eastern Airways —	--------	---------	00.005
25.	MESCO —	--------	--------	00.013
26.	ACE Aiways -	--------	---------	00.076
27.	Bengal Airways -	--------	--------	00.064
28.	East India Hotels -	--------	--------	00.007
29.	Air Asiatic Ltd. -	--------	0.55	----------
30.	Goa Ways -	--------	--------	----------
31.	U.B. Air -	--------		00.005
	Total	61.28	54.55	31.265

New Civil Aviation Policy

1355. SHRI GHUFRAN AZAM:
SHRI KRISHNA KUMAR BIRLA: SHRI PREM CHAND GUPTA: Will the Minister of AVIATION be pleased to state:

(a) whether Government has a propos al to bring out a new policy on civil aviation;

(b) if so, the salient features of the proposed new policy;

(c) whether the involvement of private sector and foreign investors have also been considered for the development of airport infrastructure; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) The draft national policy on civil aviation is awaiting the approval of the Government.

(c) and (d) Yes, Sir. In the policy on Airport Infrastructure which was approved in November, 1997, increased commercial utilisation of airport infrastructure and adjacent land is one of the